

**Illinois Environmental Protection Agency
Bureau of Water, Permit Section
(IEPA)**

1021 North Grand Avenue East, Post Office Box 19276, Springfield, Illinois 62794-9276, 217/782-3362

The IEPA has issued a Public Notice of a request for a Clean Water Act Section 401 water quality certification that would allow the issuance of a federal permit for the discharge of pollutants to waters of the State.

Public Notice Beginning Date:

Tuesday, June 29, 2021

Public Notice Ending Date:

Tuesday, July 13, 2021

Agency Log No.:C-0082-21

Federal Permit Information: Federal permit/license no. LRC-2018-00901 is under the jurisdiction of Chicago District, Regulatory Branch U.S. Army Corps of Engineers

Name and Address of Discharger: Village of Plainfield, Department of Public Works, Scott Threewitt, P.E. - 14400 Coil Plus Drive, Plainfield, Illinois 60544

Discharge Location: In Section 2, 3, 4, 9, 10, and 11 of Township 36-North and Range 9-East of the East 3rd Principal Meridian in Will County. Additional project location information includes the following: between US 30, IL Route 59, and IL Route 126, Plainfield, Illinois 60544

Name of Receiving Water: DuPage River

Project Description: project to create a new roadway embankment, bridge, and roadway between IL 59 and IL 126. This would include a retaining wall, culvert extension, multi-use path, traffic signals, storm water sewers, compensatory storage, and other infrastructure improvements.

Construction Schedule: Unknown at this time

The Public Notice period will begin and end on the dates indicated in the heading of this Public Notice. Interested persons are invited to submit written comments on the project to the IEPA at the above address. Commenters shall provide their name and address along with comments on the certification request. The IEPA Log number must appear on each comment page. Commenters may include a request for public hearing. Only comments that pertain to Clean Water Act Section 401 authority as defined under 40 CFR part 121.3 will be considered. Part 121.3 defines the "scope of a Clean Water Act section 401 certification is limited to assuring that a discharge from a Federally licensed or permitted activity will comply with water quality requirements". Requests for additional comment period must provide a demonstration of need. The last day when comments will be received will be on the Public Notice period ending date unless the IEPA grants an extended notice period.

The attached Fact Sheet provides a detailed description of the project and the findings of the IEPA's antidegradation assessment.

If written comments or requests indicate a significant degree of public interest in the certification application, the IEPA may, at its discretion, hold a public hearing. Public notice will be given 30 days before any public hearing. If a Section 401 water quality certification is issued, response to relevant comments will be provided at the time of the certification. For further information, please see the contact information below.

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Post Document. No. C-0082-21-06292021-PublicNoticeAndFactSheet.pdf

The Village of Plainfield (“Applicant”) has applied for a 401 Water Quality Certification for impacts associated with the construction of an extension of 143rd Street from IL Route 59 to IL Route 126 which includes bridge construction, culvert extension and road embankment construction in Sections 2, 3, 4, 9, 10, and 11, Township 36 North, Range 9 East, Will County, Illinois. The project site is located between US 30/IL Route 59 and IL Route 126 and will improve mobility and safety along IL Route 59 and IL Route 126 through the downtown corridor in Plainfield by reducing travel time and the number of crashes through the corridor. The project will help relieve the traffic congestion downtown by providing a by-pass route around the downtown corridor. The proposed construction consists of a new 959 foot bridge over the DuPage River, extensions to both ends of the West Norman Drain culvert under the existing 143rd Street, and new embankments to Fletcher Lake as required for the new roadway to cross existing water resources. A retaining wall will be constructed in Fletcher Lake to reduce the amount of fill required. Intersection improvements including new traffic signals, striping and drainage improvements will be made at 143rd and Route 59, 143rd and Naperville Road, and 143rd and Route 126. New storm sewers will be installed and will carry runoff to new basins created in the project area and infiltration basins will be installed. The infiltration basin near the western bridge abatement will be designed to capture stormwater exiting to the western bank of the DuPage River. An infiltration basin at the northeast corner of 143rd and Route 126 will capture stormwater in the eastern quarter of the project area before it can enter the Lily Cache Creek system. Fencing is proposed on the North side of 143rd along Fletcher Lake in order to reduce the amount of road salt and snow deposits as a result of snow removal. Other improvements include a multi-use path along the Com-Ed corridor, extension of the existing DuPage River Trail under the proposed bridge to connect along 143rd street, ADA compliant crossings, and other required infrastructure. Compensatory storage areas along the DuPage River and West Norman Drain for additional flood storage and additional open water will be created in Fletcher Lake for compensatory storage and fish habitat improvements. Permanent impacts to 3.826 acres and temporary impacts to 2.255 acres are expected. Of the 3.826 acres (ac) of permanent impacts, 0.98 ac are to Waters of the US (WOTUS) and mitigation will be provided for with the purchase 1.47 ac of mitigation credits at the Mill Creek mitigation bank. The Fletcher Lake improvements will consist of 2.6 ac of open water creation in order to offset impacts from 1.73 ac of fill for the embankment and used as mitigation for impacts to the isolated wetlands. The remaining 0.74 ac of impact will be mitigated through the purchase of additional mitigation bank credits. All temporary impacts will be restored upon completion of the activities by regrading and seeding with native seed mixtures. Additionally, best management practices (BMPs) and a Soil Erosion and Sediment Control Plan will be utilized for the project. This project will include federal funding passed through the Illinois Department of Transportation.

Information used in this review was obtained from the application documents dated April 9, 2021, April 1, 2021, March 3, 2021, February 21, 2021, and November 15, 2019.

Identification and Characterization of the Affected Water Body.

The DuPage River has 85 cfs of flow during critical 7Q10 low-flow conditions. The DuPage River is classified as a General Use Water. The DuPage River is not listed as a biologically significant stream

in the 2008 Illinois Department of Natural Resources Publication *Integrating Multiple Taxa in a Biological Stream Rating System*, nor is it given an integrity rating in that document. The DuPage River, Waterbody Segment IL_GB-16, is listed on the 2018 Illinois Integrated Water Quality Report and Section 303(d) List as impaired for aquatic life use with potential causes given as dissolved oxygen, flow regime modification, nitrogen and total phosphorus; fish consumption with possible causes given as mercury and polychlorinated biphenyls (PCBs); primary contact recreation use with potential cause given as fecal coliform. Aesthetic quality use is fully supported. The DuPage River is subject to enhanced dissolved oxygen standards.

Norman Drain has 0 cfs of flow during critical 7Q10 low-flow conditions. Norman Drain is classified as a General Use Water. Norman Drain is not listed as a biologically significant stream in the 2008 Illinois Department of Natural Resources Publication *Integrating Multiple Taxa in a Biological Stream Rating System*, nor is it given an integrity rating in that document. Norman Drain, Waterbody Segment IL_GBH-01, is listed on the 2018 Illinois Integrated Water Quality Report and Section 303(d) List as fully supporting aesthetic quality and aquatic life. Norman Drain is not subject to enhanced dissolved oxygen standards.

A wetland survey was originally conducted by Huff and Huff, Inc. (H&H) on June 8, 2016, June 17, 2016, and September 9, 2016. Since then, the project alignment has shifted and the study area expanded and wetlands and surface waters located within the expanded area were delineated by Crawford, Murphy and Tilly, Inc. on November 15, 2019.

The most recent report identified 8 wetlands, 3 streams, 4 mining ponds, 2 roadside ditches, 1 pond, 1 gully and 1 retention pond within the project area. Of those identified resources, 3 wetlands, 3 streams, the pond, and two of the mining ponds were identified as Waters of the US (WOTUS). None of the impacted resources are considered High Quality Aquatic Resources (HQAR). Methodology presented in *Plants of Chicago Region* (Swink and Wilhelm, 1994) proposes that an area with a native mean C of 3.5 or less, or a native FQI of 20 or less suggests insufficient floristic quality to be considered a High Quality Aquatic Resource. The table below outlines floristic quality of resources that will be impacted by the proposed project.

Site	Type	On-Site Area (ac)	Native FQI	Native Mean C	HQAR? (Y/N)
Site 1	Wet Meadow	8.47	13.9	2.3	N
W1-West Norman Drain	Perennial/RPW*	1.28	N/A	N/A	N
W3-Dupage River	Perennial/RPW*	1.96	N/A	N/A	N
Wetland A	Wet Meadow	0.064	3.0	1.5	N
Pond 1	Constructed Pond	2.4	N/A	N/A	N

*Relatively Permanent Water

Identification of Proposed Pollutant Load Increases or Potential Impacts on Uses.

The pollutant load increases that would occur from this project include some possible increases in total suspended solids. These increases, a normal and unavoidable result of the excavation, grading and filling to extend the roadway, may occur in the proposed project area. Clean fill use in the DuPage River and Pond 1 may result in some temporary suspended solids but should remain in the immediate work area. Spaces within the fill are expected to collect fine sediments upon settling out of the water column. Site 1 will have impacts due to grading and channel excavation in 0.158 ac to accommodate road widening and culvert extension, 0.357 ac for embankment grading, west bridge abutment, Pier 1 and part of Pier 2, multi-use path, and gabion basket stream stabilization, and 0.003 ac for roadway grading along IL 59 for a total of approximately 0.518 permanent impacts. Norman Drain will undergo culvert extension and stabilization resulting in 0.071 ac of permanent impacts. The DuPage River will undergo 0.106 ac of impacts as a result of river stabilization and the installation of Pier 2. Wetland A has 0.021 ac of impacts expected for the grading and installation of scour protection of Pier 6. There are also expected to be 0.263 ac of impacts to Pond 1 for the installation of Piers 3-6 and the associated scour protection. Other impacts as a result of grading and widening of embankments is expected in non-jurisdictional roadside ditches and a retention pond.

Temporary impacts to Site 1 (1.151 ac), Pond 1 (0.84 ac), and Wetland A (0.014 ac) are expected as a result of construction activities, and the DuPage River will undergo temporary impacts (0.25 ac) for the placement of cofferdams to isolate stabilization efforts from flowing water. Other temporary impacts occurring in non-jurisdictional waters include Site 2 (non-jurisdictional wetland) and 2 isolated non-jurisdictional wetlands, all of which will be graded for compensatory storage creation. Fletcher Lake will have 2.498 ac of rock fill for roadway embankment. All temporary impacts will be restored upon completion of the activities by regrading and seeding with native seed mixtures.

West Norman Drain will undergo installation of bendway weirs consisting of riprap. Stabilization on the upstream and downstream sides of the culvert will be provided with riprap as well. In the DuPage River, gabion baskets along the shores will be filled with crushed aggregate or riprap. Areas behind the baskets in the DuPage River and the piers in Pond 1 will be backfilled with excavated soil from the project site. Fletcher Lake will have riprap placed for the roadway embankment and if necessary, gravel substrate and other fish habitat structures will be placed in the compensatory areas. These areas are intended to be improvements to fish and aquatic life habitat. Overall, stream stabilization methods are expected to reduce streambank erosion and improve turbidity and total suspended solids (TSS).

Fate and Effect of Parameters Proposed for Increased Loading.

The increase in total suspended solids would be local and temporary. Although the existing benthic habitat would be permanently filled by the construction activities, it is anticipated to recover and improve once construction ends. This will be accomplished with removal of temporary fill to restore areas to pre-construction conditions. The applicant is proposing to mitigate a portion of impacts to Fletcher Lake by on-site compensation. The permanently impacted 0.98 ac of wetlands and WOTUS will be mitigated through the purchase of 1.47 ac of certified credits at the Mill Creek mitigation bank. Additional credits will be purchased for isolated wetland impacts and 2.498 ac of impacts to the non-jurisdictional Fletcher Lake will be partially mitigated on-site with the creation and enhancement of 2.6 ac of open water with enhanced fish habitat. This will mitigate for 1.73 acres of fill to Fletcher Lake necessary for the roadway embankment. The remaining 0.74 acres of impact will be mitigated through the purchase of mitigation bank credits. All temporary impacts will be restored upon completion of the activities by regrading and seeding with native seed mixtures.

Site	Type	WOTUS?	On-Site Area (ac)	HQAR ?	Temporary Impact (ac)	Permanent Impact (ac)
Site 1	Wet Meadow	Yes	8.47	No	1.151	0.519
W1- West Norman Drain	Perennial/RPW*	Yes	1.28	No	0	0.071
W3- Dupage River	Perennial/RPW*	Yes	1.96	No	0.25	0.106
Wetland A	Wet Meadow	Yes	0.064	No	0.014	0.021
Pond 1	Constructed Pond	Yes	2.4	No	0.84	0.263
Total			14.174		2.255	0.98

Several BMPs were chosen in order to minimize long-term impacts to resources within and downstream of the proposed project. Stormwater collected by the roadway and sewers will discharge into an infiltration basin at the west end of the bridge before it discharges into riprap outfalls to the DuPage River and an infiltration basin at the east end of the project prior to discharging into a mining pond. Gabion baskets will provide structural stabilization to the river and will be installed at key areas to prevent erosion from undermining the bridge piers. Compensatory storage and infiltration basins will employ native vegetation in order to promote filtration of runoff before it enters waterways. Fencing will be placed along the north side of the road adjacent to Fletcher Lake in order to reduce deposition of salt and snow during snow removal activities. Soil erosion and sediment control plans include the use of cofferdams or silt curtains to prevent sediment from impacting water quality in the DuPage River, Pond 1 and Fletcher Lake. Dewatering may be necessary during construction of bridge piers or gabion baskets. If required, discharge will be filtered through a filter bag or filtering pump. Erosion barriers will be installed around the project perimeter limits in order to prevent sediment from leaving the site as well as providing a visual barrier to the project limits. Permanent or temporary seeding and erosion control blankets will be placed in all disturbed areas.

Purpose and Social & Economic Benefits of the Proposed Activity.

The proposed project would improve mobility and safety along Illinois Route 59 and along Illinois Route 126 through the downtown corridor in Plainfield. Vehicle travel time and the number of accidents through the corridor would be reduced. Currently the downtown corridor is defined as IL 126 from Wallin Drive to East 143rd Street, and IL 59 from West 143rd Street to Lockport Street. This route is used by large numbers of large trucks in order to travel from the industrial areas on the west side of the Village to Interstate 55 on the east side of the proposed project. Safety and mobility issues have been identified by the Village of Plainfield and the Illinois Department of Transportation in the

downtown corridor. Traffic uses this corridor because the current roadway network lacks a direct connection west of IL 59 and I-55. The project is needed due to an increase in travel time as a result of congestion and traffic accident rates along the corridor. In the 1.8 mile connection from IL 126 at the existing West 143rd Street from IL 59, eastbound travel time is expected to increase from 7.6 minutes to 16.3 minutes, and westbound travel time would increase from 6.7 minutes to 19.9 minutes by 2050. Delays at the IL 126 rail crossing also contributes to longer travel times. Additionally, crash rates are excessive due to the current congestion and lack of mobility.

Assessments of Alternatives for Less Increase in Loading or Minimal Environmental Degradation.

The following alternatives and the No-Action Alternative were considered when proposing the alignment of the design:

Alternative 1: This alternative includes using the existing ComEd corridor but was not chosen as a practical alternative due to the amount of wetland and WOTUS impacts that would occur as a result. Additionally, ComEd indicated that constructing the road in their corridor was no longer viable.

Alternative 2A (Preferred Alternative): This alternative was developed after ComEd indicated that their corridor was no longer viable for constructing the road and Alternative 2 (building to the north of the corridor) was no longer an option. It includes building north of the ComEd corridor and utilizes filling in Fletcher Lake for the roadway embankment. This alignment alternative was chosen as the preferred alternative, but the initial embankment design and alignment was modified to minimize wetland impacts to the greatest extent possible

Alternative 2B: This alternative involves building to the north of the ComEd corridor and utilizes building a bridge over Fletcher Lake to accommodate the roadway. This alternative was not chosen due to being cost prohibitive, as well as potentially degrading to water quality and aesthetic quality as a result of shadowing the southern shoreline.

Alternative 3: This alternative involves building to the south of the ComEd corridor but was not chosen as a viable alternative due to the amount of wetland and floodplain impacts that would occur as a result. Additionally, ComEd indicated that constructing the road in their corridor was no longer viable.

Alternative 4: This alternative is a hybrid of Alternative 2 (originally proposed design) and Alternative 3 (as outlined above). It also crosses the ComEd corridor. Although there were fewer impacts, this alternative was not chosen due to the unavailability of building in the ComEd corridor.

No-Action Alternative: The No-Action Alternative was not chosen as it would not address the safety and traffic capacity needs.

Minimization of impacts to aquatic resources was considered in determining a location for the new roadway. Complete avoidance to stream impacts was not feasible due to the need to cross the DuPage River but piers and footings are designed in order to reduce the amount of fill require in the waterbodies.

Summary Comments of the Illinois Department of Natural Resources, Regional Planning Commissions, Zoning Boards or Other Entities.

On May 28, 2021, an IDNR EcoCAT consultation was initiated for the project (Project #2114091) resulting in the identification of protected resources that may be in the vicinity of the project location. However, it was determined by the Department that adverse effects are unlikely, and the consultation was terminated.

IDNR provided Biological clearance for IDOT and determined on November 2, 2020 that there will be no adverse effects by the project on the state-listed black-crowned night heron, which there is a record of two miles south of the project. The consultation was terminated on November 2, 2020.

The Illinois Department of Natural Resources issued a letter to IDOT on March 3, 2021. It advised that the Department reviewed the Revised Wetland Impact Evaluation (WIE) for the project and had no objections. The Department also approved onsite mitigation at Fletcher Lake as indicated in the *Conceptual Compensation Plan Fletcher Lake* dated February 19, 2021 as well as with the mitigation ratios and use of Neal Marsh and/or Mill Creek Mitigation Bank for the remaining mitigation as indicated in the revised WIE.

A US Fish and Wildlife Service Section 7 review was performed. It was determined that no critical habitat exists in the project vicinity and that “the proposed project is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of any critical habitat”.

The Information for Planning and Consultation (IPaC) species list contains a total of 8 threatened or endangered species listed in the area. The listed species include:

- The Northern long-eared bat
- Eastern massasauga
- Sheepnose mussel
- Hines emerald dragonfly
- Lakeside daisy
- Leafy prairie clover
- Mead’s milkweed
- Eastern prairie fringed orchid

Agency Conclusion.

This preliminary assessment was conducted pursuant to the Illinois Pollution Control Board regulation for Antidegradation found at 35 Ill. Adm. Code 302.105 (antidegradation standard) and was based on the information available to the Agency at the time this assessment was written. We tentatively find that the proposed activity would result in the attainment of water quality standards; that all technically and economically reasonable measures to avoid or minimize the extent of the proposed increase in pollutant loading have been incorporated into the proposed activity; and that this activity would benefit the community by improving traffic flow and safety through the downtown corridor in the Village of Plainfield. Comments received during the 401 Water Quality Certification public notice period will be evaluated before a final decision is made by the Agency.